is due to the transport output having declined, due to drop in lead, improved asset utilisation and less traffic offering.

(c) Loes not arise.

Amount due to Maharashtra for Deployment of G.R.P.

7220. SHRI V.N. GADGIL: Will the Minister of the RAILWAYS be pleased to state:

(a) what is the amount due from therailways to the Government of Maharashtra on account of deployment of staff from the State Police on the Central Railway, Western Railway, South Central Railway and South Easthem Railway;

(b) whether ex-post facto sanction of the Railway Administration to the post of G.R.P. created after 1st. April, 1979 has not yet been accorded by the Railway Authorities in spite of the request made by the Government of Maharashtra letter of 12th July, 1991 and subsequent reminders thereafter;

(c) whether the ban on the payment of the post of G.R.P. has not yet been lifted by the Railway Board, in spite of the submissions of Audited Certificates by the Government of Maharashtra; and

(d) what are the reasons for delay in taking action in the matter.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF); (a) The outstanding amount due to Maharashtra State Government from Railways as on 31-3-95 is as under:—

(i) Central Railway	Rs. 14.51 Crs.
(ii) Western Railway	Rs. 8.67 Crs.
(iii) South Central Railway	Rs. 1.48 Crs.
(iv) South Eastern Railway	Rs. 0.35 Crs.
	(As on 31.12.94)

(b) No ex-post facto sanction of the Railways has been accorded as these were created without prior approval of Railway Administration.

(c) and (d) Ban has been lifted and interim orders have already been issued in March, 95 to clear 50% of outstanding dues as on 31.3.95.

इलाहाबाद जंक्शन पर आरक्षण लिपिकों का लम्बे समय से पदस्थापित रहना

7221. श्री लक्खीराम अग्रवाल: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) उत्तर रेलवे के इलाहाबाद जंक्शन स्थित आरक्षण/पूछताछ कार्यालय में लगातार गत 10-15 वर्षों से पदस्थापित लिपिकों की संख्या कितनी है;

(ख) क्या यह सच है कि इन कर्मचारियों ने लम्बे समय से एक ही स्थान पर कार्य करते रहने से अपना एकाधिकार कायम कर रखा है और इस कारण लोगों के साथ मनमाने ढंग से व्यवहार करते हैं;

(ग) यदि हाँ, तो इन आरक्षण लिपिकों को स्थानान्तरित न करने के क्या कारण हैं;

(घ) क्या सरकार एक ही स्थान पर लम्बे समय से पदस्थापित आरक्षण लिपिकों को स्थानान्तरित करने का विचार रखती है ताकि उनका एकाधिकार समाप्त हो सके; और

(ङ) यदि हाँ, तो कब तक और यदि नहीं, तो इसके क्या कारण हैं?

रेल मंत्री (श्री सीº केº जाफर शरीफ): (क) से (ङ) इस आशय के अनुदेश पहले से ही मौजूद है कि पूछताछ एवं आरक्षण क्लर्कों सहित संवेदनशील पदों पर कार्यरत रेल कर्मचारियों का प्रत्येक चार वर्षों पर एक स्टेशन से दूसरे स्टेशन पर या उसी स्टेशन पर एक सीट से दूसरी सीट पर स्थानांतरण कर दिया जाए जिससे कि निहित स्वार्थ को बढ़ावा न मिल सके, इलाहाबाद जंक्शन के आरक्षण/ पूछताछ कार्यालय में इन अनुदेशों का अनुपालन किया गया है, वहां तैनात 56 कर्मचारियों में से मात्र एक कर्मचारी 10 वर्षों से अधिक समय तक इलाहाबाद जंक्शन पर कार्यरत है। अवधिक स्थानांतरण योजना के आधार पर उसे भी एक सीट से दूसरी सीट पर स्थानांतरित कर दिया गया है।

Poor quality of food supplied in trains/ Railway Stations in Kerala

7222. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government ate aware that food supplied in the trains and Railway Stations in Kerala is poor in quality and heavy in price; and

(b) if so, what steps are being taken to improve the quality of the food?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b) Food supplied in the trains and at Railway Stations in Kerala is neither poor in quality nor heavy in price. Railways exercise due care to ensure that the food supplied to die travelling public is wholesome, hygienic, and nutritious and sold at reasonable prices in accordance with the tariff fixed by the Railways.

Train accident on Shornur-Mangalapuram Rail Line

7223. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that accident on Shornur-Mangalapuram line have increased during the last three yean, if so, the details thereof;

(b) whether it is also a fact that the Railways lines are very old and proper replacement and repair is not done regularly;

(c) if so, what are the reasons therefor; and

(d) whether it is also a fact that these delays are causing accidents?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) No, Sir. The number of train accidents on the Shoranur-Mangalore section during the last three years is as under:—

1992-93	1993-94	1994-95
2	2	1

(b) No, Sir.

(c) and (d) Do not arise.

Under-utilisation of Emakulam-Kayakulam rail line

7224. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Ernakulam-Kayakulam via Alleppey line is not utilised even upto 50%; and

(b) if so, what are the reasons therefor and whether more trains would be introduced via Alleppey?

THE MINISTER OF RAILWAYS(SHRI C.K. JAFFER SHARIEF): (a) and (b) Emakulam-Kayakulam section via Alleppey railway line is being utilised to the extent of 78% of its chartered capacity.

An Inter-city Express train between Emakulam and Trivandnim via Alleppey has been recently introduced and a Weekly Express train between Bangalore and Quilon, also via Alleppey would be introduced during 1995-96.

Non-availability of reservations at Emakulam

7225. SHRI VAYALAR RAVI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that reservations in certain trains in Kerala is not done at Emakulam; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b) Computerised passenger reservation facility exists at Emakulam Junction for seeking reserved accommodation by all trains which are available on the Southern Railway system including all trains originating in or passing through stations in Kerala.

Frequency of Buses on Route No. 378

7226. SHRI RAM GOPALYADAV: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that DTC bus route No. 378 from Central Secretariat to Mayur Vihar Phase-Ill is being run at very long intervals, causing a great deal of inconvenience to the passengers;

(b) whether the Red Line buses on the aforesaid route are allowed to start from Central Secretariat;

(c) if not, the reasons therefor;

(d) whether Government are aware that the passengers have to wait for the bus route No. 378 at Central Secretariat for long;

(e) if so, what remedial steps Government propose to take to remove the inconvenience; and

(f) whether bus route No. 384 follows the same route?